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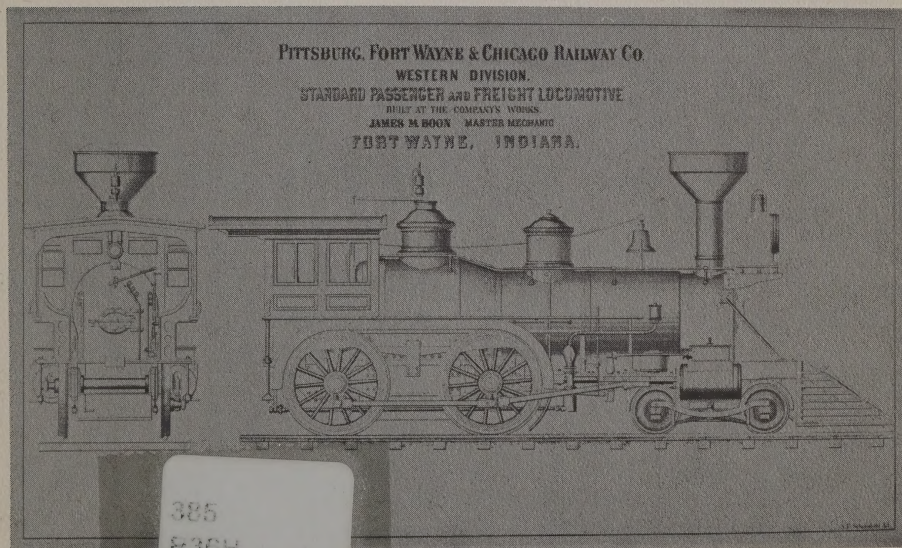
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The History of The Pennsylvania Railroad's Fort Wayne Shops

Merle Rire, editor



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HISTORY OF THE PENNSYLVANIA RAILROAD'S
FORT WAYNE SHOPS

edited by

MERLE RICE

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COVER ILLUSTRATION: The only drawing of a "Made in Fort Wayne" engine we can locate. This Pennsylvania Railroad type D-16 engine was used primarily to pull passenger trains but hauled some freight. It was built between 1875 and 1877.

INTRODUCTION

To the layman a railroad has always been judged by its passenger trains. Likewise, railroad cities are judged by the number of passenger trains. Since the dozen lines in Fort Wayne at the turn of the century with 200 trains has now declined to two railroads with but few passenger trains, one would now assume railroads in our County to be passé. If our railroads were not so nicely elevated, a few long waits as important freight traffic plys the rails might convince the reader that nothing is further from the truth. For as you disgustedly waited for the train, you would notice large boxcars nearly one hundred feet long, three-level cars carrying new autos from Detroit and Scouts from Fort Wayne, peculiar cars carrying coiled steel and bulk grain and solid train loads of iron ore and coal.

One of the most important industries in our city reflects these changes and few have caught a glimpse of that reflection. Since 1852 when the first engine landed here on a canal boat, Fort Wayne was destined to harbor important railroad shops. The best known of these is the old Pittsburgh, Fort Wayne and Chicago Railway shops (later the Pennsylvania). Others in the city have included the Wabash (which is believed to have built an engine here in addition to many pioneering feats such as diners and sleeping cars), the Kunkle Valve Works, the Bass Foundry, and the Bowser Works. The huge Bass Shops supplied wheels and castings for railroads all over the nation, Bowser advertised locomotive boilers and Kunkle sup-

plied steam fittings.

Records of this activity apparently are extinct, but this rare history of the Fort Wayne shops, anonymously written in 1897, was graciously provided by Paul Harklerode, the Pennsylvania's Master Mechanic. Today the shops primarily repair special purpose freight cars. In the 1950's maintenance of way equipment including the railroad's wreck cranes, were repaired here and more recently the first special coiled steel carrying cars and modern steel stock cars were conceived and born in the Fort Wayne shops.

The Allen County-Fort Wayne Historical Society is happy to present, in edited form, the history of the Pennsylvania Railroad's Fort Wayne Shops.

---Merle Rice

Due to technical difficulties beyond our control we were unable to reproduce the architectural drawings referred to in the article.

October 8, 1897

HISTORY OF FORT WAYNE SHOPS

In the preparation of the history of Fort Wayne Shops much embarrassment is encountered from the fact that many of the earlier records have been destroyed, and that it is necessary to rely almost wholly on the information obtained from old employees who have been in the service of the Company from the opening of the road to the present time, in interviewing these old employees their statements have been in many respects much at variance, and it has been quite difficult to so harmonize them as to secure a statement that would seem to be satisfactory. We believe, however, that the sketch as presented is very nearly correct--certainly as correct as is possible to secure under the circumstances. Much of the information has been obtained from the files of the City Newspapers and as the issues of these papers were weekly when the road was first constructed, many points which would doubtless prove of great interest in this connection, were not collected by the news gatherer of those days.

It appears that in the latter part of January, 1852, a locomotive arrived in Fort Wayne by canal boat. This engine was used in the construction of the line eastward. It was known as the "Lima" and was built in Boston, Massachusetts. It was a 4-wheel connected engine with 4 1/2 ft. drivers, 10" x 16" cylin-

ders and weighed about 10 tons. At this time the terminal point of the road was on the canal near what is now known as the Comparet Mill. The Depot grounds extended from Barr Street to Lafayette Street and from Columbia Street to the canal. The line extended south on Lafayette Street to a point which is now Holman Street where it diverged eastward to a point about where the Wabash Crossing is now.

At that time the only shop the Company had was an old frame building which had been used as a store located on the banks of the canal immediately north of the Comparet Mill; the end of the building having been removed to enable them to use it for the purpose of housing the locomotive. This building remained standing until about three years ago when it was torn down to make room for an addition to the flouring mill. No men were employed at this engine house, all the necessary work being done by Walter Challenger the engineer and Anthony Kelker, the fireman; no tools were to be had except those usually belonging to a locomotive equipment. This was the only shop connected with the road in Fort Wayne until after the consolidation of the Ohio & Pennsylvania Ry., the Ohio & Indiana Ry. and the Fort Wayne & Chicago Ry., which was entered into on the 6th day of May, 1856.

As the memories of the old employees do not agree as to when the road was completed eastward, it may be interesting to note the statement of the Fort Wayne Sentinel issued November 4, 1854, that the line was completed and the first train arrived from the east on Tuesday, October 31, 1854 at 5:00 P.M. The opening of the Railroad to traffic was celebrated by the people of Fort Wayne on Wednesday, November 15th, following. It appears from the arrangements adopted by the Committee in charge of the Celebration that the train bearing excursionists started from

Crestline at 7:00 A.M. and arrived in Fort Wayne in the evening. Among the excursionists it is stated that the train contained several hundred prominent railroad men and invited guests from Cincinnati, Pittsburgh, Cleveland and other points along the line and its connections. They were received with loud acclamations and a salute was fired by the Guards, the band meanwhile playing inspiring music. It was dark when the train reached Fort Wayne. The City, however, was brilliantly illuminated in honor of the occasion and presented a splendid and glowing appearance. Columbia Street, says the newspaper reporter, was one blaze of light and Calhoun Street generally was the same, and several private residences and manufacturing establishments in other parts of the City were illuminated. It was a brilliant and magnificent spectacle worthy of the occasion. A banquet was served after which addresses were made by Governor Johnson of Pennsylvania, General Robinson, President of the Ohio & Pennsylvania Ry., Solomon W. Roberts, Chief Engineer of same and Hon. R. C. Schenk of Dayton, Ohio. It is learned also from the Sentinel that the population of Fort Wayne at that time was estimated to be about 7,000.

These facts are mentioned not because they have any particular bearing on the history of the shop, but rather as points of interest that do not seem to be generally understood. One of the recent histories speaking of the railroad development of the County states that the road was completed to Fort Wayne in the fall of 1855 which is certainly an error in view of the statements just quoted as taken from the files of the Fort Wayne Sentinel.

Before the consolidation of the three roads above mentioned, a square frame building was erected west of Lafayette Street on a point just south of the main track. This was used as an engine house for the

engines operating west of the city. The equipment and tools here were practically the same as in the engine house just described located on the banks of the canal. Mr. D. B. Strobe was in charge of this engine house and had two men in his employ. In the winter of 1855 and 1856 a small brick Round House consisting of seven stalls was built at a point just east of Hanna Street north of the Railway. This building had a flat roof and faced west. Shortly after the erection of this Round House two forges for smith purposes were placed against the east wall between the tracks. This Round House also contained a small apartment used for an oil room. Mr. Jacob Blazdell was in charge as foreman and had in his employ 5 or 6 men more in the capacity of helpers and laborers than as machinists.

During the year 1856 the frame building which we have just described as located west of Lafayette Street and used as an engine house for the line west of the City, was removed and erected on the east side and about the center of what may be termed the Hanna Street Round House. This building was used as a machine shop, the machinery being run by a small stationary engine located in the Round House. This building was used for this purpose until the fall of 1857. After the purchase of the Jones, Bass & Co. shops by the Company all of the machinery was removed and it remained vacant until the spring of 1858 when the Brass Foundry was installed therein with Mr. C. E. Bradway as foreman. Mr. Bradway occupied this building with the Brass Foundry until July 4, 1859.

About one year after the consolidation above mentioned the Company now known as the Pittsburgh, Fort Wayne & Chicago Ry. purchased of Jones, Bass & Co. what was known as the Wayne Car & Engine Works, originally built by Copper Bros., Mt. Vernon,

Ohio, together with about 3 3/4 acres of ground situated between what is now known as Barr Street and Lafayette Street laying between Holman Street and the railway tracks. At this time the City was not platted south of Lewis Street and the grounds surrounding were known as the commons. The senior member of the firm of Jones, Bass & Co., Mr. Wm. M. Jones, is still living and has kindly furnished the agreement entered into between the Board of Directors of the Railway and the firm relative to the purchase of the shops which is as follows:

"An agreement between Jones, Bass & Co. and the Pittsburgh, Fort Wayne & Chicago Railway Company: Witness it:--

"That Jones, Bass & Co. have this date sold to the said Railroad Company their property near the City of Fort Wayne, Indiana known as the Wayne Car & Engine Works including the ground on which same is situated, as well as the buildings, tools and machinery thereto belonging, except the flasks and foundry fixtures and the office furniture. And also they have sold to the said Railroad Company all of the tools belonging to their boiler yard located north of said works upon the following terms and conditions, vir.

"The 20 acres of land laying at the south side of the Pittsburgh, Fort Wayne & Chicago Ry. track described as follows:

"Commencing 50 feet from the center line of the Pittsburgh, Fort Wayne & Chicago Ry. track on the south side and in the west line of the east half of the northwest quarter of Section 12, on town 30, north of Range 12, Ft wt, then south 5 1/3 degrees east 14 chains and 13 links to a post; thence north 84 3/4 degrees, east 16 chains and 53 links to a post 50 feet from the center of the railroad; thence concentric with the curve of said railroad to the place of begin-

ning, the chord of which is 17 chains and 20 links, containing 20 acres.

"The value of this land being \$5,000.00 and notes as follows:

One due July 1, 1858	\$5,000.00
" " Jan. 1, 1859	6,000.00
" " July 1, 1859	5,000.00
" " Jan. 1, 1860	5,000.00
" " July 1, 1860	5,000.00
Total	<u>\$31,000.00</u>
And to assume and pay Hamilton,	3,000.00
Grand Total	\$34,000.00

"Sale made and accepted subject to the following contingencies:

"FIRST--That the Board of Directors of Said railroad company ratify it at their next meeting, and also that the said railroad company shall secure the payment of the aforesaid notes together with interest at 7% payable in New York City semi-annually, by a mortgage or other proper lein on the property hereby sold.

"SECOND--That the said Jones, Bass & Co. shall be able to make such arrangements as may be necessary to remove the present incumbrance on the said property and it is the further agreement of the party subject also to the above contingencies that the said Railroad Company is to take the lumber which is the said Jones, Bass & Co's. at the following rate:

Oak and ash	\$15.00 per M. feet
Pine	18.00 per " "

And the said Jones, Bass & Co. to give possession of premises upon the execution of notes and mortgages

or lein and the said Railroad Company to permit the said Jones, Bass & Co. to have the shops, machinery or as much thereof as may be necessary to finish up their unfurnished work now on hand, say not to exceed 40 days from this date, and the payment of lumber to be made upon the same terms as the payment of the grounds, building and machinery.

"In witness, etc.

Signed: Jones, Bass & Co.
S. Hanna
W. Robinson
J.N.C. Evans

August 29, 1857

Ratified by Board of Directors, September 10, 1857.

Thos. D. Messler,
Sec'y."

The shops thus acquired were the commencement proper of the shops of the company at this point as nothing prior to that time scarcely could be dignified by the name of a shop. Some idea of these shops may be obtained from the accompanying sketches Nos. 1 and 2 giving the arrangement of the shape and the elevation also. The dimensions have not been obtained from any authentic source but are the result of data gathered from interviews with old employees and by certain landmarks which seem to be fully agreed to by all. Trace sketches have been submitted to Mr. W. M. Jones, the senior member of the firm from which the shops were purchased and he fully agreed that they are as nearly correct as it is now possible to get them. Sketch No. 1 shows the arrangement of the plant and the different departments.

With the acquirement of this plant began the development of the greater shops belonging to the Company. Mr. Sam'l Cummings having been appointed Master Mechanic January 1, 1857 began the improvement. In the winter of 1857 and 1858 was erect-

ed a Round House consisting of 16 stalls, the turn table occupying the same ground it now occupies.

From this time on the changes in the plant were with a view to enlargement and greater facilities for shop work which was rapidly increasing, the western line having been completed and the road opened for traffic from Pittsburgh to Chicago in December, 1858.

July 4, 1859 the Brass Foundry which, as has been stated, was located in the frame annex to the Hanna Street Round House, was removed to a part of the frame building of the newly acquired shops partly occupied by the Copper Shop. In the fall of 1859 the old frame annex above mentioned was torn down and re-erected south of the frame building just mentioned to which the Brass Foundry had been removed. Soon after the re-erection of this building it was occupied by the Brass Foundry and Copper Shop until 1861, or 1862 at which time all of the buildings west of the Machine Shop were torn down in order to make room for a new boiler shop. About this time the original brick Blacksmith Shop had been completed and the Smith shop removed thereto. This Smith shop occupying the ground formerly occupied by the Car Machine Shop and the Car Shop. The frame building or shed used as a car shop was re-erected at a point farther south about midway from Holman Street and the railway tracks, part of the car work being done in this building and part in the old Hanna Street Round House.

In the re-building of the Smith shop the foundation on the north side remained on the line of the original building but the wall on the south side was some 20 or 25 feet inside of the wall of the present shop. This seems to be fairly well authenticated from the fact that the old employees agree that the large wall which is now on the inside of the smith shop, at

that time was located some 12 or 15 feet on the outside of the shop and to the south.

The new Boiler Shop was a two story brick building some smaller than the present shop. The lower floor was occupied by the Boiler Shop entirely. The upper floor was occupied by the Master Mechanic's office, Shop Clerk's office, Store House, Copper shop and also the Brass Foundry.

During the latter part of 1862 was commenced the erection of the present car shop which was finished in February, 1863 and its completion celebrated by a Ball, the festivities of which are still fresh in the memories of old employees. About the time of the completion of the Car shop, the erection of the present Round House was commenced and the work was completed in the spring of 1864. After the completion of the Round House the Company began the erection of the present Machine Shop which was completed in the fall of 1865.

About this time the roof of the new smith shop was burned off and at the same time the building occupied by the Machine shop was considerably damaged. The machinery after the fire was all moved into the new building. The old building was then repaired and a new roof put on same and was used in connection with the Smith Department.

In 1868 the business of the company having so increased as to demand greater facilities for work; a general re-building of the Boiler and Smith shops was decided upon. The re-building of the Smith shop occurred in 1868 but the enlargement of the boiler shop was deferred at the time and was not completed until 1873. In re-building the Smith shop the north wall as before remained in the original line. The south wall was set some 25 feet farther out thus throwing the old wall above referred to some 12 or 14 feet inside of the shop. At this time also the original machine shop

was reduced from a two story building and made to conform to the new Smith shop and made a part thereof. The north portion of that part marked "G" on the sketch, now used as an engine room, was cut off and also thrown into the Smith shop. In 1871 this building was injured by an explosion of a stationary boiler. It was then torn down and rebuilt in its present form resting, however, upon the foundation of the building originally purchased of Jones, Bass & Co. This in fact is the lead mark from which measurements are agreed upon by old employees.

During the early part of 1878 the Boiler shop as has been previously described was torn down and rebuilt being considerably wider and longer.

The building at present occupied by the Brass Foundry was originally built for the purpose of storing castings. It was erected at the time the Machine shop was built and in its original form consisted of a south wall and two ends, the north side being open and the roof supported by pillars. The building was abandoned as a casting shed in 1872 and a wall was then erected on the north side and it was equipped for the use of the Brass Foundry and has since been used for this purpose.

This completed the reconstruction of the shops as they now exist. None of the plant originally purchased of Jones, Bass & Co. is now in existence except as has been stated the foundation of the building was occupied by the Smith shop engine room and Electric Light Station.

The last of the old wooden building belonging to the original plant was the tender shop which stood south of the Car shop transfer table and which has been successively moved from Holman Street to a point farther south and then cut in two and a part moved still farther south and the remainder east of Lafayette Street and used as the tender shop just



Entrance to Engine Shop

mentioned. This building was torn down some 10 or 12 years ago and the tender shop moved to the north end of the present Round House.

As matter pertinent to this sketch the following items statistical and otherwise are presented.

From 1861 to 1896 machinery has been added to the original equipment as follows:

YEAR	NUMBER OF PIECES	COST
1861	3	\$ 1,357.00
1862	1	1,827.00
1863	7	2,177.00
1864	4	3,830.00
1865	4	3,132.00
1867	2	4,228.00
1869	3	5,073.00
1870	1	100.00
1871	5	4,044.00
1872	1	100.00
1873	10	10,234.00
1874	4	2,550.00
1876	2	500.00
1877	1	300.00
1878	2	1,000.00
1879	4	825.00
1880	9	5,096.00
1881	6	8,676.00
1882	25	24,378.00
1883	6	9,802.00
1885	1	391.00
1886	6	3,676.00
1887	21	25,326.00
1888	16	15,057.00
1889	5	3,045.00
1890	26	36,135.00



Car Shops

1891	2	\$ 2,125.00
1892	19	15,968.00
1893	1	142.00
1895	1	156.00
1896	1	88.00

The following table will show the number of men employed by the shop and the total amount paid them monthly from 1866 to 1896, inclusive:

YEAR	NUMBER OF MEN EMPLOYED	TOTAL AMOUNT OF WAGES PAID
1866	632	\$34,290.42
1867	591	31,952.13
1868	540	20,185.66
1869	601	30,406.07
1870	610	30,134.00
1871	839	32,309.80
1872	705	35,779.06
1873	782	38,875.03
1874	656	28,213.51
1875	647	29,182.28
1876	604	26,736.66
1877	522	21,830.51
1878	646	28,949.10
1879	654	26,856.90
1880	791	34,129.90
1881	878	34,396.34
1882	830	37,313.43
1883	902	40,389.51
1884	680	27,905.45
1885	612	26,915.62
1886	772	35,752.36
1887	1019	49,566.54
1888	859	40,602.03
1889	931	45,489.02



Long-range view of engine shop

1890	980	\$45,717.79
1891	970	44,517.58
1892	1081	50,173.62
1893	1080	46,585.63
1894	996	38,319.30
1895	1063	47,285.34
1896	1028	42,227.72

From January 1, 1882 to July 31, 1887, 12, -
(?) 823 freight cars have been built.

From 1871 to 1878 inclusive, 35 coaches were built.

From 1867 to 1897 inclusive, 321 locomotives were built.

In 1856 the officers car of the Union Pacific Railway was built at the Fort Wayne shop and was considered the finest piece of car construction in the country.

In 1867 a sleeping car No. 52 known as "The Fort Wayne Silver Palace Car" was built in the shop.

In the fall and winter of 1868 and 1869, six sleeping cars were built for the Pullman Company and two Rotunda cars for the Woodruff Sleeping Car Co.

In the preparation of this sketch the writer is glad to acknowledge the assistance of the following old employees of the Company.

T. J. Rodsbaugh

J. C. Hewes

James Cairns

A.M. Polhamus

Thomas Meegan

J. Nolan

J. C. Nanary

L. R. Loss

L. R. Buckwalter

G. E. Bradway

Anthony Kelker

Wm. Eaddison

K. Jackson

J. K. Bradley

J. Moellering

K. M. Jones

J. W. Clark



Car shops, showing doors where cars were taken through to be worked on.

He desires also to acknowledge the courtesies extended by Wm. H. Jones, the senior member of the firm of Jones, Bass & Co. of whom the original plant was purchased.



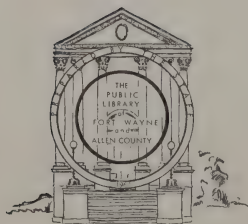
Interior of car shops--floor cemented over so rails no longer show.

A GORGEOUS CAR

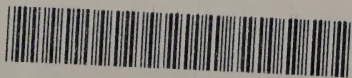
One of the most elegant silver palace cars we have seen came to the city yesterday from the shops of the Pittsburgh, Fort Wayne, and Chicago Railroad Company, at Fort Wayne, Indiana, where it was built. The car is built on the Pullman patent and embraces all the latest improvements. The exterior is finished in magnificent style, painted bright and beautiful, and so highly finished as to faithfully mirror objects about it. The car rests on two staunch six-wheel trucks, supplied with the best of elliptic springs, made out of Pittsburgh steel by the "Pittsburgh Cast Steel Spring Company," for which Mr. A. French is the agent. The bottom of the car has double flooring of heavy timber and lighter boarding running transversely: The floors are carpeted with the richest moquet in bright light colors, in keeping with the elegant upholstery of the silver armed seats. Along the ceilings are bars of silver the full length of the car, and here and there are ornamental designs in silver to please and relieve the eye. The lamps are all silver, and of fine cut glass. The entire woodwork is black oiled walnut, with gold trimmings. The windows are of fine plate glass, and between every pair is an adjustable table which can be set up firmly for writing purposes, reading, card playing or games between passengers vis-a-vis. The mirror between the windows is so constructed that by pushing a spring it disappears and a lamp in a neat little silver cove is brought

The berths are perfectly arranged, and would seem to render a sleepless night impossible. Altogether the car is a gorgeous specimen. Mr. Wm. Wadlington, the master builder of the Fort Wayne establishment, designed it, and superintended its construction. It cost about \$18,000, and is intended to run on the Pacific Railroad. Another car, similar in every way, was constructed at the same time, and left Chicago yesterday for San Francisco. --Pittsburgh Chronicle, May 28.

American Railroad Journal--June 5, 1869. Page 646.



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